

WHAT SIGNALS WERE GIVEN?

NO EXPLANATION OF THE GALLIA'S ACTION.

THE UMBRIA'S REASON TO ACCEPT A TOW FROM THE GALILEO COMMENDED BY THE NEW YORK AGENT OF THE CUNARD LINE.

Just what signals were exchanged at sea last week between the Umbria and the different ships which sighted and lay by her while she was disabled was still a mystery yesterday. The passengers of the Umbria, who do not know what the signals were, have been making all kinds of statements. The officers of the ship, who do know what the signals were, refuse to say a word, and will not allow any one near the ship. The Umbria yesterday, as on Sunday, was guarded closely, and the Cunard crew was kept as securely locked against outsiders as if the most dreadful secrets were hidden behind the big gates.

Vernon H. Brown, the New York agent of the Cunard Line, went on board the big ship early yesterday morning, and remained there for a long time. When he came out he made this statement for publication: "The Umbria was surveyed this morning by a board composed of men in whose ability the Cunard Line has the utmost confidence. The finding of this board was very satisfactory. It established beyond doubt that the Umbria's machinery was met with no damage, with the exception of the gear shaft, which is the only part of the ship that is broken. The board decided that a new section put into place will make the Umbria as good a ship as she ever was. It has not been positively decided where the shaft is to be made. There are many large rolling mills in this country that could turn it out, so that it is not imperative to send to England for it."

"As to the Galileo, Captain McKay did not accept her offer of towage, because he knew that his vessel was safe where she was, and had no reason for asking for aid. He knew that his engines were being repaired, and that he could soon work into port under his own steam. As to the Bohemic cutting the towing hawser, I can't say anything till I hear from the Belgians. Captain McKay has said nothing about that, and he has made no complaint. It is, however, quite possible that she found the strain so tremendous that it was cracking her stern and tearing her hawsers, and that she was finally forced to cut the cable to save herself."

The story that economy was responsible for Captain McKay's refusal of towing offers is nonsense. The ship is far too valuable to take any such risks, and the captain did what he did not to save money, but to do the best he could for the ship."

Mr. Brown had made a statement previously, in which he said that the Umbria's shaft would probably be temporarily repaired, and that the ship would be sent to England that way, without passengers, to have a new thrust shaft put in there. The repairs were to be made by drilling six holes, each 14-17 inches in diameter, transversely through the shaft; through these holes steel bolts, each 1.15-17 inches in diameter were to be forced by jack screws, and fastened at each end by nuts, the bolts holding the fractured section together in such a way that the shaft will be practically as good as new, for one voyage at least. To bring a new thrust shaft from England would not cost more for transportation, than the customs duty on one that was to be exceeding heavy, and it would be foolish to pay out such a sum without necessity.

The Gallia incident has been avoided carefully by Mr. Brown and the officers of the Umbria and the cold, clammy silence fell over them whenever it was mentioned yesterday.

HOW THE SHAFT WAS REPAIRED.

CHIEF-ENGINEER TOMLINSON TELLS THE STORY OF A MECHANICAL TRIUMPH.

"These members of the press have just been irresponsible, and I've had to sacrifice the utmost caution and ingenuity not to be interviewed by them," said Lawrence Tomlinson, the chief engineer of the Umbria, to a couple of friends as he was about going on board his vessel yesterday morning. To see the man to him speak so freely of his relation to the accident to the Umbria, with a careful avoidance of self-praise, no one could help being convinced that he was the right man in the right place. It stands over six feet in height, weighs about 240 pounds, has a frank, open countenance, a heavy light-brown mustache, and has the muscle and the brain that are required of a competent mechanical engineer. It was interesting to listen to the chief engineer's story of the accident, which was briefly as follows:

"When the thrust began to heat I made a hasty survey, and noticed that the shaft was not running true, and then stopped the engines to make a thorough examination. I then discovered the two cracks or breaks in the shaft. I immediately reported to the captain the state of things, and told him that it would be unsafe to run the engines any longer."

"What can you do?" asked the captain. "I've done my best, but I must give it a little consideration and let you know further," I replied. Then I called my second, third and fourth engineers, and asked them to give me their ideas. In a few minutes they asked me what I thought best to do. I said, 'This is my plan' and took a piece of chalk and drew on the side of the shaft-alley a plan of the shaft and my idea of repairs. They said they could not improve upon it. I then told the captain what my plan was, that it would take a couple of days at least to make repairs, and at the best it would only be an experiment."

"Then we went to work, and it was nearly three days of drilling and cutting, and without a wink of sleep for me. For each of the three 6-inch steel bolts we had to drill five holes with 1-1/2-inch drills through each of the two 6-inch steel collars on either side of the cracks of the thrust-shaft. Then when that was done we had to cut about an inch off the length of the bolts to fit them in the limited spaces, and to flatten the sides of each so as to give them a good bearing on the shafts. Not only that, but the nut of one of the bolts was too thick and I had to split it in two, and this I did by drilling small holes from side to side, and then prying it apart, so that it might be used for a screw. An engineer does not work for glory, he simply does his duty to the best of his ability, and until he can get a new shaft will be detained in New York."

"I do not know; that depends upon the instructions we are waiting for from our superiors. I can depend upon the captain and his deck officers, who are without the machinery in working order. And what may be said of those of the New York vessels may also be said of those of the New York vessels without the machinery in working order. They said that there is no real need for us to be dependent upon such a provision, but that it is a great deal of glory for me in this, but I prefer to get no glory if it must be earned by such experience. An engineer does not work for glory, he simply does his duty to the best of his ability, and until he can get a new shaft will be detained in New York."

"Finally we got the bolts in place and screwed up, and I reported to the captain that we were ready to test our work. There was a heavy sea running, and as the engines started the pressure against the blades of the screw was so great that the tendency was, with the engine running ahead, and the force against the screw blades in the opposite direction, to tear off the bolts. We had been running this way for a few minutes when it was found that the head of one of the bolts was twisting off. There was nothing to do but to stop the engines and fit another bolt, and that took just sixteen hours to our advantage, for the sea moderated; and when we were ready to start again we went ahead, brought the ship up on her course, and came to New York. Of course you can see for yourself how helpless the captain and his deck officers were without the machinery in working order. And what may be said of those of the New York vessels may also be said of those of the New York vessels without the machinery in working order. They said that there is no real need for us to be dependent upon such a provision, but that it is a great deal of glory for me in this, but I prefer to get no glory if it must be earned by such experience. An engineer does not work for glory, he simply does his duty to the best of his ability, and until he can get a new shaft will be detained in New York."

"Now you must excuse me from any criticism in the direction of the captain. That has nothing to do with any other signals than those connecting with the engines."

HELP FOR THE SHOOTING OF J. P. FARRELL.

The nine prisoners arrested in connection with the shooting of John P. Farrell by William Purcell, the proprietor of the liquor store at First-ave., were arraigned yesterday afternoon. The trial, at the Yorkville Police Court, yesterday morning, was adjourned, and the court, who asked for an examination, Justice Taitor then held Purcell, Dunn, McCann, Allen and Lucy without bail for examination on Wednesday at 10 a. m. Dunn, McCann, Allen and Mansfield were held in \$100 each as witnesses. There were no new developments in the court proceedings.

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